



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: September 25, 2014

In reply refer to: A-14-87 and -88

Mr. Mark McCloud
Acting President
UPS Airlines
1400 North Hurstbourne Parkway
Louisville, KY 40224

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge UPS to take action on the safety recommendations being issued in this letter.

On September 9, 2014, we adopted our report concerning the August 14, 2013, accident, in which UPS flight 1354, an Airbus A300-600, N155UP, crashed short of runway 18 during a localizer nonprecision approach to runway 18 at Birmingham-Shuttlesworth International Airport, Birmingham, Alabama.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number AAR-14/02.

As a result of this investigation, we reclassified and closed Safety Recommendation A-06-8 and issued 20 new recommendations, including 15 to the Federal Aviation Administration (FAA), 2 to the Independent Pilots Association, 1 to Airbus, and the following 2 recommendations to UPS:

¹ *Crash During a Nighttime Nonprecision Instrument Approach to Landing, United Parcel Service Flight 1354, Airbus A300-600, N155UP, Birmingham, Alabama, August 14, 2013.* NTSB/AAR-14/02, Washington, DC: National Transportation Safety Board, 2014.

A-14-87

Work with the Independent Pilots Association to conduct an independent review of the fatigue event reporting system to determine the program's effectiveness as a nonpunitive mechanism to identify and effectively address the reported fatigue issues. Based on the findings, implement changes to enhance the safety effectiveness of the program.

A-14-88

Work with the Independent Pilots Association to counsel pilots who call in fatigued and whose sick bank is debited to understand why the fatigue call was made and how to prevent it from recurring.

The following recommendation to the FAA has been reclassified and superseded:

A-06-8

Require all 14 *Code of Federal Regulations* Part 121 and 135 operators to incorporate the constant-angle-of-descent technique into nonprecision approach procedures and to emphasize the preference for that technique where practicable.

This safety recommendation is superseded by A-14-76 to the FAA and is now classified "Closed—Unacceptable Action/Superseded."

Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman